OUR JOBBING DEPARTMENT.

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

THE HONGKONG CHINESE MAIL.
香港華字日報
(Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

Established February, 1845.

No. 10,178. 英一千八百九十五年十月二號 HONGKONG, WEDNESDAY, OCTOBER 2, 1895. 乙未年八月十四日 PRICE, $2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, Rue de la Grange Batelière.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 32d Street.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

CHINA:—Macao, A. A. DA CRUZ. Amoy, N. MOALLE & Co., LIMITED. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, ...£1,000,000.
SUBSCRIBED CAPITAL, ...£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL, ...£1,500,000.
SUBSCRIBED, ...£1,125,000.
PAID-UP, ...£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months, ...4 %
For 6 Months, ...3½ %
For 3 Months, ...3 %
DEPOSITS RENEWED ON OLD TERMS.

JOHN THURBURN,
Manager, Hongkong.

Hongkong, August 2, 1895. 223

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 9,500,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
J. KRAMER, Esq.—Chairman.
A. MCCONACHIE, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, September 24, 1895. 343

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.
MRS. MATHER,
2 and 3 Peddder's Hill.

Hongkong, July 24, 1895. 1287

Business Notices.

LANE, CRAWFORD & Co.

FOR SALE.

$5.00 each BLACK STRUNG TENNIS BATS. $5.00 each.
$5.00 " SPECIAL HANDLE BATS $5.00 "
$5.00 " FISH TAIL HANDLE BATS $5.00 "
$4.00 " L. C. & Co.'s SPECIAL BATS $4.00 "
AYRE'S CHAMPIONSHIP BALLS.
" WIMBLEDON "
TENNIS POLES, NETS, BAT PRESSES, &c.
FOOTBALLS, BOXING GLOVES.
SHIN GUARDS, SINGLE STICKS.
FENCING FOILS AND MASKS.
FOWLING PIECES, SALOON RIFLES.
COLT'S REVOLVERS, SMITH & WESSON'S REVOLVERS.
MATCH RIFLES, &c., &c.

Hongkong, September 13, 1895. 1699

No
Better
TIFFIN or DINNER
can be had in the Colony than those provided
in the
HONGKONG HOTEL.
1843

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
N'SAKI & KOBE.	*Brindisi*	Noon, 4th Oct.	Freight or Passage.
S'HAI. N'SAKI, KOBE & Y'AMA.	*Shanghai*	About 4th Oct.	Freight or Passage.
SHANGHAI	*K'sar-i-Hind*	About 7th Oct.	Freight or Passage.
LONDON, &c.	*Rosetta*	Noon, 10th Oct.	See Special Advertisement.
JAPAN	*Ravenna*	Noon, 11th Oct.	Freight or Passage.
S'NEY, MEL'NE & A'DAIDE, viâ TORRES ST'RTS.	*Canton*	About 17th Oct.	Freight or Passage.
LONDON	*Bombay*	About 18th Oct.	Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, ALF. WOOLLEY, *Acting Superintendent.*
Hongkong, September 30, 1895. 1827

THRIFTS ENAMEL COMPOSITION,
FOR IRON-WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.
ITS ADVANTAGES ARE:—
HAS good covering powers.
One coat is sufficient.
Applied as ordinary paint and dries in a few minutes.
Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences.
Invaluable for lower holds and bunkers.
Presents a highly polished surface of a bright red colour.
Sole Agents for China and Japan,
WATTS & Co.

1677

LETTS'S DIARIES
1896.
W. BREWER,
QUEEN'S ROAD, HONGKONG.

1748

"Johannis"
The King of Natural Table Waters.
SUPPLIED BY ROYAL WARRANT. To HER MAJESTY THE QUEEN.
Supplied to the HOUSE OF LORDS and the HOUSE OF COMMONS.
IN BOTTLES AND HALF-BOTTLES.
MIXES equally well with Wines, Spirits, Milk, Fruit Syrups and Lime Juice.
SOLE AGENTS for South China and Philippines,
WATTS & Co.,
Ice House Street, Hongkong.

1121

NOW OPEN.
HONGKONG BUTCHERY AND GENERAL PROVISION STORE,
11 and 13, CENTRAL MARKET.
J. TATAM.

1785

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,
28, QUEEN'S ROAD CENTRAL.

Sole Eastern Agents for:
SPHINCTOR GRIP ARMOURED HOSE.
'SNOWDRIFT' SNOWDON, SONS & Co.

Sole Eastern Agents for:
THE NEW WIRE WOVE ROOFING Co.
THE ALUMINIUM & GENERAL FOUNDRY Co.

ASBESTOS PACKINGS to suit all Steam Power.
Jointings for any work, however great the pressure and temperature.
LUBRICANTS both liquid and solid.

ESTIMATES given for COVERING BOILERS and STEAM PIPES, with our Patent ASBESTOS COMPOSITION.
W. JACKSON, *Manager.*

1794

ISLE OF SKYE WHISKY.
THIS FINE OLD HIGHLAND WHISKY is Blended and Matured in Sherry Wood.
$12.00 ..... per 1 dozen bottles.
5 % *DISCOUNT FOR CASH.*
Sole Agent:—
H. RUTTONJEE.

Hongkong, September 6, 1895. 1655

NOVELTIES
(JUST TO HAND)
NEW DRESS MATERIALS.
NEW MANTLES AND CLOTHS.
NEW FRENCH MILLINERY.
HONGKONG TRADING Co.,
Nos. 1 to 5, D'AGUILAR STREET.

Hongkong, September 28, 1895. 1810

FAIRALL & Co.
NEW GOODS,
DRESS GOODS,
MANTLES, & JACKETS.
LADIES' MILLINERY, &c., &c.,
SUITABLE FOR THE COMING SEASON.
FAIRALL & Co.,
QUEEN'S ROAD CENTRAL.

1804

Vinolia Soap
Don't use Boiled Soap for the Toilet.
"VINOLIA" IS A REFINED SOAP.
It keeps the complexion fresh and clear.
No other Soap has received such high awards as "VINOLIA" SOAP.
DON'T ECONOMIZE AT THE EXPENSE OF YOUR COMPLEXION.
VINOLIA SOAPS—All Prices. VINOLIA SHAVING STICKS and CAKES.
VINOLIA CREAM (For Itching, Face Spots, &c.), and VINOLIA POWDER (For the Complexion).

PORTS.
(SANDEMANN—OFFLEY FORRESTER & COCKBURN, SMITHIES & Co.)
VINTAGE WINES—DRY, TAWNY, OLD TAWNY, & EXTRA SPECIAL WHITE PORT at
From $19.50 @ $23.00 ... ... per dozen.
As we import in bulk, we are enabled to lay down these Wines at much lower prices than any cased Ports.
Caldbeck, Macgregor & Co.,
15, QUEEN'S ROAD.

1776

REPORT OF THE ACADÉMIE DE MÉDECINE OF FRANCE.
Apollinaris
"THE QUEEN OF TABLE WATERS."
"The results of the recent investigations in Paris and the report of the Académie de Médecine of France have placed Apollinaris Water at the *head* of *all* the waters examined for *purity* and *freedom* from Disease Germs."
SOLE AGENTS:
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Business Notices.

W. POWELL & Co.
CRINKLED PAPERS
FOR
LAMP SHADES.
NEWEST COLOURS.
LAMP GLOBES—LAMP WICKS—LAMP SHADES—LAMP SUNDRIES.
W. POWELL & Co.

Hongkong, September 28, 1895. 1817

Notice of Firm.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

I HAVE This Day RESUMED CHARGE.
JAS. B. COUGHTRIE,
Secretary.

Hongkong, September 26, 1895. 1791

Auctions.

PUBLIC AUCTION
OF
VALUABLE POSTAGE STAMPS.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 5th October, 1895, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—
A PRIVATE COLLECTION OF
VALUABLE STAMPS,
comprising:—
MANY OLD and RARE EUROPEAN, NORTH and SOUTH AMERICAN, TRINIDAD, BARBADOES, AFRICAN, MAURITIUS, CEYLON, AUSTRALIAN, STRAITS, HONGKONG, SHANGHAI, MACAO, FORMOSA, and other STAMPS.
Catalogues will be issued previous to the Sale. On View from *Friday*, the 4th October.
TERMS OF SALE.—As customary.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, October 1, 1895. 1839

To Let.

TO LET.

5-ROOMED BUNGALOW 'RHEDA,' BONHAM ROAD.
Apply to
CHINA MERCHANTS S. N. Co.,
No. 22, Praya West.

Hongkong, August 20, 1895. 1546

TO LET.
From 1st July.
NO. 5, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, May 31, 1895. 1280

TO LET.
TWO FURNISHED BEDROOMS at KOWLOON HOTEL.
HOUSE No. 2, ROBINSON ROAD and PEEL STREET, known as the BUNGALOW.
Apply to
DORABJEE NOWROJEE,
'NEW VICTORIA HOTEL.'

Hongkong, September 24, 1895. 1779

TO LET.
DWELLING HOUSES—
HOUSES in RIPON TERRACE.
'LARKSPUR,' Upper RICHMOND ROAD. 7-ROOMED detached House with Garden and Lawn Tennis Court.—FURNISHED or UNFURNISHED.
TOP FLOOR of No. 1, BLUE BUILDINGS.
No. 9, CHANCERY LANE.
No. 5, KNUTSFORD TERRACE, KOWLOON.
OFFICES—
FIRST FLOOR, No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, September 19, 1895. 251

TO LET.
FURNISHED, FROM 1ST OCTOBER, 1895.
'TARAWERA.'
THE SIX-ROOM BUNGALOW, with six foot Concrete Basement, Tennis Lawn and Set, situated on UPPER RICHMOND ROAD.
Apply to
A. O'D. GOURDIN,
No. 48, Lyndhurst Terrace.

Hongkong, September 25, 1895. 1789

Intimations.

HONGKONG JOCKEY CLUB.

THE Annual General MEETING of the above CLUB will be held at the CITY HALL, on SATURDAY, the 19th October proximo, at 2.30 p.m.
By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, September 28, 1895. 1815

Hannay's
COMPOSITION
FOR
Coating Ship's Bottoms.
USED BY:—
Ocean S.S. Co.
White Star Line.
Messrs. Butterfield & Swire.
Glen Line.
Cunard Line.
Allan Line, etc.
HARRY WICKING,
Agent for Hongkong & South China.

Hongkong, May 1, 1895. 91

Intimations.

CUSTOMS NOTIFICATION.
No. 66.

NOTICE is hereby given that THURSDAY NEXT, the 3rd October (8TH MOON 15TH DAY), being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a HOLIDAY at the KOWLOON CUSTOMS' OFFICE, OPIUM EXAMINATION OFFICE, and STATIONS.
All Examination of Cargo and Clearances of Junks will be suspended on that date.
H. M. HILLIER,
Acting Commissioner of Customs for Kowloon and District.

CUSTOM HOUSE,
Kowloon, 30th September, 1895. 1824

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the above Company will be held at the Office of the Company, No. 18 BANK BUILDINGS, Queen's Road Central, Hongkong, on WEDNESDAY, the 16th day of October, 1895, at Twelve o'clock Noon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 30th day of September, 1895, will be submitted for Confirmation as a Special Resolution:—
'That the Capital of the Company be reduced from $1,600,000 divided into 80,000 shares of $20 each to $1,200,000 divided into 80,000 shares of $15 each, and that such reduction be effected by returning to the holders of the 80,000 shares which have been issued capital to the extent of $5 per share and by reducing the nominal amount of all the shares from $20 to $15.'
Dated the 30th day of September, 1895.
By Order of the Board,
C. TOMLIN,
Acting Secretary.

1834

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.
In the Matter of THE GREEN ISLAND CEMENT COMPANY, LIMITED,
AND
In the Matter of the Companies' Ordinances 1877 and 1886.
REDUCTION OF CAPITAL.

PURSUANT to the directions of the Court, Notice is hereby given that a PETITION has been presented to the SUPREME COURT of HONGKONG by THE GREEN ISLAND CEMENT COMPANY, LIMITED, for Confirmation of the following Special Resolution passed and confirmed at Extraordinary General Meetings held respectively on the 12th and 29th day of August, 1895:—
'That the Capital of the Company be reduced from $1,000,000 divided into 20,000 Shares of $50 each to $200,000 divided into 20,000 Shares of $10 each and that such reduction be effected by cancelling Capital which has been lost or is unrepresented by available assets to the extent of $40 per share on each of the 14,117 Shares which have been issued and are now outstanding and by reducing the nominal amount of all the Shares in the Company's Capital from $50 to $10 per Share.'
The said Petition will come on for hearing at the Supreme Court on WEDNESDAY, the 13th day of October, 1895, at 11 o'clock in the forenoon, when any Creditor of the Company who desires to object to the Confirmation prayed for may attend and be heard.
Dated the 24th September, 1895.
VICTOR H. DEACON,
Solicitor for the Company.

1782

KIUNGCHOW DISTRICT.
LOCAL NOTICE TO MARINERS,
No. 10.
HOIHOW HARBOUR LIGHT.

NOTICE is hereby given that the HOIHOW HARBOUR LIGHT may now be RELIED upon.
C. J. PRICE,
Acting Harbour Master.

Approved:
J. F. SCHOENICKE,
Commissioner of Customs.

Custom House,
Kiungchow, 26th September, 1895. 1832

CANTON INSURANCE OFFICE, LIMITED.
NOTICE TO SHAREHOLDERS.

THE Fourteenth Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned, at 12 o'clock (Noon), on SATURDAY, the 19th Proximo.
The Transfer BOOKS of the Company will be CLOSED from the 5th to the 19th Proximo, both days inclusive.
JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, September 26, 1895. 1793

STAINFIELD'S PRIVATE HOTEL,
3 DUDDELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.
Accommodation for Table Boarders.
Particulars, Address,
MRS. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 38

Entertainments.

NOTICE.

THE POSTPONED CONCERT
In Aid of the Funds of the
ALICE MEMORIAL HOSPITAL
will be given at
THE MOUNT AUSTIN HOTEL,
ON
SATURDAY, the 5th October.

H. E. SIR W. ROBINSON, K.C.M.G., will take the CHAIR at 9.20 P.M.

Hongkong, September 27, 1895. 1806

Intimations.

A TERRIBLE COUGH.
A TERRIBLE COUGH.

"94, Commercial Road, Peckham, July 12.
"Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that I is quite exhausted me. The mucous, which was very copious and hard, has been scattered, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL."

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

"Routh Park, Cardiff, South Wales, Sept. 28, 1895.
"I have, indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospital and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenges is the only remedy which gives me immediate ease. Therefore I certainly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,
"A. GABRIEL, M.D., L.R.C.P. & L.M. Edinburgh, L.R.C.S. & L.M. Edinburgh.

USE KEATING'S LOZENGES,
USE KEATING'S LOZENGES,
USE KEATING'S LOZENGES,

"IT IS 75 YEARS AGO" since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in the relief and cure of Winter Cough, Asthma, Hard Bronchitis; one alone gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

Notices to Consignees.

STEAMSHIP *ERNEST SIMONS.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Cambodge*, and from Bordeaux ex S.S. *Ville d'Arfas*, *Ville de Marseille* and *Marie*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before NOON TO-DAY (Monday), the 30th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before MONDAY, the 7th October, or they will not be recognised.

All Damaged Packages will be examined on MONDAY, the 7th October, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, September 30, 1895. 1825

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Kriemhild*, Captain FÖRCK, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Oct., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, September 27, 1895. 1802

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 2nd Prox. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 30, 1895. 1826

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CELESTE BURRILL, British ship, Capt. C. A. Trefry.—Reuter, Brockelmann & Co.

GEO. F. MANSON, American barque, Capt. Crack.—Chinese.

MATTERHORN, Brit. 4-masted ship, Capt. John Williams.—Standard Oil Co.

For Sale.

FOR SALE.

Messrs. Kelly & Walsh's List
includes the following WORKS by Dr. EITEL:—
EUROPE IN CHINA: The History of Hongkong, from the beginning to the year 1882. Hongkong, 1895. $6.50.
HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. $2.50.
THREE LECTURES on BUDDHISM. Third Edition. Hongkong, 1884. $1.50.
FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. $2.00.
CHINESE DICTIONARY IN THE CANTON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. $10.00. Bound, $11.50.
CHINESE SCHOOLBOOKS. Translated. I. The Trimetrical Classic. II. The Thousand Words Poem. $0.50 per set.
Hongkong, August 9, 1895. 1467

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS,
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

To-day's Advertisements.

In the Matter of Ordinance No. 2 of 1892,
AND
In the Matter of the Application of CONRAD FIELD MENDHAM, of the Cosmopolitan Dock, in the Dependency of Kowloon, in the Colony of Hongkong, ENGINEER, for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the following Invention namely, 'A New Cap or Stopper for sealing or fastening tins, cans, drums and the like containing oils, paints, kerosene and other inflammable and explosive materials.'

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above Ordinance have been duly filed in the Office of The Colonial Secretary of Hongkong, and that it is the intention of the said CONRAD FIELD MENDHAM to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention.

And NOTICE IS ALSO HEREBY GIVEN that a SITTING of the EXECUTIVE COUNCIL, before whom the matter of the said Petition will come for decision, will be held in the COUNCIL CHAMBER, at the Government Offices, Victoria, Hongkong, on WEDNESDAY, the 16th Instant, at 9.30 o'clock in the Forenoon.

VICTOR H. DEACON,
Solicitor for the Applicant.

Dated the 2nd day of October, 1895. 1848

NOTICE TO CONSIGNEES.

S.S. *OLIVE BRANCH,*
FROM NEW YORK & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Inst., at 3 p.m.

No Fire Insurance has been effected.

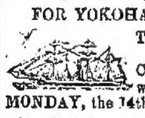
Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 2, 1895. 1846

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.



The Steamship
Taiyuan,
Captain NELSON, R.N.R., will be despatched on MONDAY, the 14th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 2, 1895. 1842

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 16th October, 1895, at Noon, the Company's S.S. *MELBOURNE*, Commandant BOURDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 15th October, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply to Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, October 2, 1895. 1847

Vessels Advertised as Loading.

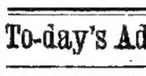
Destination	Vessels.	Agents.	Date of Leaving
Baltimore	Fred. P. Litchfield	Melchers & Co.	Quick despatch.
Bremen & Ports of Call	Karlsruhe (s)	Norddeutscher Lloyd	Oct. 14, at 3 p.m.
Chefoo and Tientsin	Nanchang (s)	Butterfield & Swire	Oct. 3, at 10 a.m.
Japan	Ravenna (s)	P. & O. S. N. Co.	Oct. 11, at noon.
London, v. Suez Canal	Tantalus (s)	Butterfield & Swire	Oct. 5, at 10 a.m.
London, v. Suez Canal	Glenshiel (s)	Jardine, Matheson & Co.	About Oct. 12.
London, v. Suez Canal	Glencarn (s)	Jardine, Matheson & Co.	About Oct. 24.
London & Ports of Call	Rosetta (s)	P. & O. S. N. Co.	Oct. 10, at noon.
London and Hamburg	Conch (s)	Arnhold, Karberg & Co.	About Oct. 10.
London	Bombay (s)	P. & O. S. N. Co.	About Oct. 18.
Manila	Yuensang (s)	Jardine, Matheson & Co.	Oct. 3, at 5 p.m.
Marseilles, v. Saigon	Melbourne (s)	Messageries Maritimes	Oct. 16, at noon.
Nagasaki and Kobe	Brindisi (s)	P. & O. S. N. Co.	Oct. 4, at noon.
New York, v. Suez Canal	Energia (s)	Dodwell, Carlill & Co.	Oct. 8, at noon.
New York	P. N. Blanchard	Arnhold, Karberg & Co.	Quick despatch.
New York	Adam W. Spies	Carlowitz & Co.	Quick despatch.
New York	Wandering Jew	Siemssen & Co.	Quick despatch.
New York	Engelhorn	Siemssen & Co.	Quick despatch.
Portland (Oregon)	Mount Lebanon (s)	Shewan & Co.	October 15.
Port Darwin, &c.	Changsha (s)	Butterfield & Swire	Oct. 10, at 3 p.m.
S. Francisco, v. Japan	Peru (s)	Pacific Mail S. S. Co.	Oct. 8, at noon.
S. Francisco, v. Japan	Coptic (s)	O. & O. S. S. Co.	Oct. 17, at noon.
San Francisco	Lyndhurst	Shewan & Co.	Quick despatch.
Shanghai	Canton (s)	Jardine, Matheson & Co.	Oct. 3, at 4 p.m.
Shanghai	Kaisar-i-Hind (s)	P. & O. S. N. Co.	About Oct. 7.
Shanghai, via Amoy	Sarpedon (s)	Butterfield & Swire	Oct. 3, daylight.
Shanghai, Kobe & Y'ma	Olive Branch (s)	Dodwell, Carlill & Co.	Oct. 3, at 5 p.m.
Shanghai, Kobe & Y'ma	Lennox (s)	Dodwell, Carlill & Co.	About Oct. 9.
S'hai, N'ki, K'be & Y'ma	Shanghai (s)	P. & O. S. N. Co.	About Oct. 4.
S'pore, C'bo & B'bay	Azemor (s)	Nippon Yusen Kaisha	Oct. 3, at noon.
S'pore, Havre & H'burg	Frigia (s)	Siemssen & Co.	Oct. 10, at 4 p.m.
S'pore, P'nang & B'bay	Bisagno (s)	Carlowitz & Co.	Oct. 4, at noon.
S'pore, P'nang & C'ta	Wingsang (s)	Jardine, Matheson & Co.	Oct. 5, at 3 p.m.
S'tow, Amoy & F'chow	Haitan (s)	Douglas Lapraik & Co.	Oct. 3, at 10 a.m.
Sydney, Melbourne, &c.	Canton (s)	P. & O. S. N. Co.	About Oct. 17.
Trieste, &c.	Maria Teresa (s)	Sander & Co.	About Oct. 5.
Vancouver (B.C.)	Empress of China (s)	Canadian P'fic R. Co.	Oct. 30, at noon.
Victoria (B.C.), &c.	Hankow (s)	Nor. P'fic S. & R. Co.	Oct. 8, at noon.
Yokohama and Kobe	Argyll (s)	Butterfield & Swire	October 3.
Yokohama and Kobe	Taiyuan (s)	Butterfield & Swire	October 14.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)



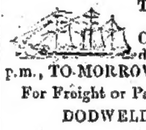
The Co.'s Steamship
Sarpedon,
Captain JACKSON, will be despatched as above TO-MORROW (THURSDAY), the 3rd Instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 2, 1895. 1822

FOR SHANGHAI, KOBE AND YOKOHAMA.



The Steamship
Olive Branch,
Captain DENTON, will be despatched as above at 5 p.m., TO-MORROW, the 3rd Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 2, 1895. 1844

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Tantalus,
Captain HANNAM, will be despatched as above on SATURDAY, the 5th Instant, at 10 a.m.

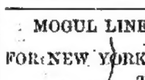
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 2, 1895. 1783

MOGUL LINE OF STEAMERS.

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship
Energia,
Captain SAW, will be despatched for the above Port on TUESDAY, the 8th Instant, at Noon, instead of as previously advertised.

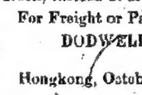
For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 2, 1895. 1742

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.



The Steamship
Lennox,
Captain WILLIAMSON, R.N.R., will be despatched as above on or about WEDNESDAY, the 9th Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 2, 1895. 1845

SHIPPING.

ARRIVALS.

October 1:—

Sarpedon, British steamer, 2,828, M. H. F. Jackson, Liverpool and Singapore Sept. 26, 10.15 a.m., General.—BUTTERFIELD & SWIRE.

October 2:—

Canton, British steamer, from Canton.

Mongkut, British str., 859, R. Morgan, Bangkok September 25, Rice and General.—YUEN FAT HONG.

Bengo, Portuguese gunboat, 500, Captain Pedro d'Azevedo Coutinho, Macao Oct. 2.

Kaijio Maru, Japanese steamer, 1,828, N. Muramatsu, Keelung Sept. 30, Ballast.—CAPTAIN.

Ask, Danish steamer, 592, H. Hygom, Taiwanfoo and Swatow October 1, General.—VILLA, LOPEZ & Co.

Singapore, British steamer, 748, J. L. Main, Bangkok September 23, General.—YUEN FAT HONG.

Cheang Hye Teng, British steamer, 323, M. G. Scott, Penang Sept. 19, Singapore and Hoihow, General.—SWEE CHIANG ENG.

Olive Branch, British steamer, 1,690, Denton, Singapore September 25, General.—ORDER.

DEPARTURES.

October 2:—

Natal, for Europe, &c.
Empress of Japan, for S'hai and Vancouver.
Devawongse, for Hoihow and Bangkok.
Menmuir, for Shanghai.
Kitty, for Newchwang.
Hanoi, for Haiphong.
Cassius, for Hoihow.
Niobe, for Singapore and Hamburg.
Amur, for Manila.
Formosa, for Shanghai.

CLEARED.

Olive Branch, for Shanghai.
Cheang Hye Teng, for Amoy.
Sarpedon, for Amoy.
Carmarthenshire, for Singapore & London.
Fred. P. Litchfield, for Baltimore.
Picciola, for Saigon.

PASSENGERS.

ARRIVED.

Per *Sarpedon*, from Singapore, 376 Chinese.

Per *Mongkut*, from Bangkok, 30 Chinese.

Per *Ask*, from Taiwanfoo, &c., Mr Hill, and 127 Chinese.

Per *Singapore*, from Bangkok, 63 Chinese.

Per *Cheang Hye Teng*, from Penang, &c., 72 Chinese, for Hongkong and Swatow; 254 Chinese for Amoy.

DEPARTED.

Per *Menmuir*, for Shanghai, Messrs S. Parsons, Sen., Parsons, Jun., Christian and Scott.

Per *Natal*, from Hongkong: for Saigon, 7 Chinese; for Singapore, Lieut. W. Lugford, Mr Sim Chang, Misses Clara Belinne, Rosa Albert, Bryne, Paine, 6 Japanese, and 2 Chinese; for Marseilles, Messrs E. Lofins, J. L. Marques, A. T. Barbosa and 4 children, Messrs Julio Melheiro, J. P. Mara, Rev. Sajot, Messrs H. Tritsche, J. Stopane, and Mrs Monteith. From Yokohama: for Saigon, Mr Joubert; for Singapore, Mr C. S. Crane; for Marseilles, Mr Oscar Bagger. From Kobe: for Saigon, Mr Wang Leo Ru; for Singapore, Mr Akado; for Marseilles, Mrs Cartwright. From Nagasaki: for Singapore, Miss Naguchi, Mr Kobayachi, and Miss Kuda; for Alexandria, Mr A. Baiche; for Marseilles, Messrs Mercié, Raoul, Kervella, Tavennec, Martlet, Loforestier, Mignacci, Aiettet and Magnau. From Shanghai: for Port Said, Mr Malchonoff; for Marseilles, Dr and Mrs Gallison, child and amah, Mr H. Ledue and servant, Mr Bernstein, and 17 French Marines.

Per *Empress of Japan*, for Shanghai, Mrs Glover, Messrs H. G. Courtney, Wm. Barley, Chan AhFook and Ah Chow, and 2 seamen; for Nagasaki, Miss Tayama, Messrs J. Sakata and J. A. B. Bonnevialle; for Kobe, Lieut. Close, Messrs F. Henderson N. M. Gabbai; for Yokohama, Miss Uniacke, Messrs G. W. Millward, R. E. Kozhevar, J. Copman and Marcos Francisco; for Montreal, Mrs and Miss Dum; for New York, Mrs Harry Li Sing, Mr Loui Jew; for Chicago, Dr Dong Sang, Mrs Dong Sang and 2 children; for London, Mr and Miss Little, Capt. Blaxland, Messrs Hy. J. Lock and G. E. Cadell. From Shanghai: for London, Messrs Jno. Shaud and J. Harper; for Manchester, Mr M. W. Alcock.

Per *Devawongse*, for Hoihow, 15 Chinese.

Per *Hanoi*, for Haiphong, 1 European, and 50 Chinese.

Per *Cassius*, for Hoihow, 20 Chinese.

Per *Niobe*, for Singapore, 12 Chinese.

Per *Amur*, for Manila 6 Europeans.

TO DEPART.

Per *Cheang Hye Teng*, for Amoy, 250 Chinese.

Per *Sarpedon*, for Amoy, 200 Chinese.

Per *Fred. P. Litchfield*, for Baltimore, 1 European.

Per *Picciola*, for Saigon, 12 Chinese.

SHIPPING REPORTS.

The British steamer *Sarpedon* reports: Had fine weather during passage. From Pulo Sapatu to Hongkong, fresh Northerly breeze, with strong Southerly current. Arrived at Hongkong October 1st, 8 p.m.

The British steamer *Mongkut* reports: Had fine weather throughout the voyage, and light variable winds.

The Danish steamer *Ask* reports: Had fine weather, with East wind.

The British steamer *Singapore* reports: From Bangkok to Cape St. James, moderate S.W. breeze, with heavy rain; from thence to port, moderate N. and N.E. breeze, with fine clear weather.

The British steamer *Cheang Hye Teng* reports: Fine weather during the voyage.

The British steamer *Olive Branch* reports: Winds from West round by North to N.E., heavy rain September 26th and 27th. Fine clear weather from September 27th to present date.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE, COLOMBO & BOMBAY.—
Per *Azemor*, at 11.30 a.m., on Thursday, the 3rd inst.

For SWATOW, AMOY & FOOCHOW.—
Per *Haitan*, at 11.30 a.m., on Thursday, the 3rd inst.

For CHEFOO & TIENTSIN.—
Per *Nanchang*, at 11.30 a.m., on Thursday, the 3rd inst., instead of as previously notified.

For SHANGHAI.—
Per *Canton*, at 3.30 p.m., on Thursday, the 3rd inst.

For YOKOHAMA & KOBE.—
Per *Argyll*, at 3.30 p.m., on Thursday, the 3rd inst., instead of as previously notified.

For SINGAPORE & LONDON.—
Per *Tantalus*, at 3.30 p.m., on Thursday, the 3rd inst.

For SAIGON.—
Per *Telarton*, at 3.30 p.m., on Thursday, the 3rd inst.

For MANILA.—
Per *Yuensang*, at 4.30 p.m., on Thursday, the 3rd October.

For SWATOW & BANGKOK.—
Per *Donar*, at 6 p.m., on Thursday, the 3rd inst.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Sarpedon* leaves for S'hai, &c.
10 a.m.—*Haitan* leaves for Coast Ports.
10 a.m.—*Nanchang* leaves for Chefoo, &c.
Noon.—*Azemor* leaves for Bombay, &c.
4 p.m.—*Canton* leaves for Shanghai.
5 p.m.—*Olive Branch* leaves for S'hai, &c.
5 p.m.—*Yuensang* leaves for Manila.
Argyll leaves for Yokohama, &c.

Miscellaneous.

Kowloon Customs Office close.

General Memoranda.

FRIDAY, October 4:—
Goods per *Kriemhild* undelivered after this date subject to rent.
2.30 p.m.—Auction of Valuable Postage Stamps at Mr Geo. P. Lammert's.

SATURDAY, October 5:—
9.20 p.m.—Concert at the Mount Austin Hotel.
Transfer Books of The Canton Insurance Office, Ltd., closed from this date to the 19th Instant, inclusive.

Exchange.

HONGKONG, October 2, 1895.

On London—	
Bank, Wire,	2/2⅝
,, On demand,	2/2⅝
,, 30 days' sight,	—
,, 4 months' sight,	2/2⅝
Credits, 4 ,, ,,	2/2½
Documentary, 4 months' sight,	2/3
On Paris—	
On demand,	2.77
Credits, 4 months' sight,	2.83
On Berlin—Demand,	2.24
On New York—	
On demand,	53¾
Credits, 60 days' sight,	55
On Bombay—	
Wire,	195⅝
On demand,	195¼
On Calcutta—	
Wire,	195
On demand,	195¼
On Shanghai—	
On demand,	72⅝
30 days' sight, private paper	73¼
Gold Leaf, 100 fine (per tael)	$47.10
Sovereigns (Bank's buying rate)	$ 8.93
Silver (per oz.)	30 1/16d.

HONGKONG REGISTER.

	Previous days at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.92	30.01	29.90
Temperature	78	77	77
Humidity	49	64	66
Direction of Wind	—	E	ESE
Force	0	1	2
Weather	bv	b	o
Rain	—	—	—

Highest open air temperature on the 1st.....80
Lowest open air temperature on the 1st.....68

F. G. FIGG,
First Assistant.

Hongkong Observatory, 2nd Oct. 1895.

A. S. WATSON & Co.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The purest ingredients only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

The water used is proved by repeated analyses to be absolutely pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong, prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."
And all signed messages addressed thus will received prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, June 1, 1895. 1035

The publication of this issue commenced at 6.10 p.m.

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 2, 1895.

THE late Lord Derby once said that 'The greatest of British interests is peace.' This was a wise saying, and the progress of years has only intensified the natural tendency of British statesmen to seek a peaceful settlement of all international disputes and to avoid the setting up of permanent international jealousies and ill-will. In no country, it may be safely said, is the Administration so uniformly disposed to treat foreign affairs with judicial calmness, no matter what political party is in the ascendant. This is partly because Great Britain has so many interests abroad, partly because she is constantly training a large class of men in official routine and exercising them on the higher plane of external politics as distinct from internal social legislation and administration. The parliamentary system, too, is not favourable to jingoism, but we know that when the interests of the country are seriously menaced neither the instinct of wise rulers nor the dead weight of parliamentarism are able to restrain the natural enthusiasm that glows perennially in the breast of the average Britisher or to silence the demands for justice or righteous retribution when outrages are committed upon our nationals or when a Foreign Power aims a blow at our national prestige. We can remember the unanimity of feeling aroused by the Penjdeh incident, when another ounce of Russian aggression would have turned the scale and precipitated war between Britain and Russia. On that occasion, Mr Gladstone, the most pacific of Premiers and the most nerveless of foreign politicians, was compelled to make a stand against Russia's advance into the territory of our Afghan ally, and the announcement of his determination 'to have right done in the matter,' even if it led to war, produced one of the most memorable scenes in the House of Commons. A current chronicler tells us: 'For a while there were neither Liberals nor Conservatives among the Commons. They were all one in patriotic feeling, the heat of Mr Gladstone's noble eloquence having welded them into a mass of Englishmen.' We know that in the present trouble with China, Britain will be slow to enter into active hostilities. Lord Salisbury is even now trying by diplomatic methods to procure reparation for the murder of British subjects in China; he has, in the opinion of the majority of foreigners in the Far East, been forbearing to the verge of weakness. But should China, by the disgusting duplicity of her officials and the continued insolence of her people to foreigners, once arouse Great Britain, she and her officials must be prepared for a terrible retribution. Once the patriotism of the British race is appealed to there will be the same absence of party feeling that marked the Penjdeh affair. There will be no Liberals and no Conservatives; there will be one firmly-welded mass of patriotic Englishmen who will not stay their hand until China has been well punished for her many delinquencies and for her repeated outrages against the cause of universal humanity. Even now we see a hopeful unanimity of feeling over the Hwasang massacre. Differing, naturally enough, on the question of the utility of Foreign missions in China and on the graver question of the employment of female missionaries in the interior at great distances from civilisation, the daily newspapers have consistently reechoed the opinions expressed in the Far East in favour of strong measures in regard to China; and now we find, according to *The Speaker*, the weekly organ of the Liberal party, that the attitude of the Liberals on the Chinese mission outrages is distinctly in favour of active intervention. 'Lord Salisbury,' that paper declares, 'should obtain an Anglo-American *entente*, under which the first work should be the further opening up of China. The Government at Peking would be wise to accept foreign aid to restore order, if only to save itself. A family council of nations could without difficulty sentence China to the tutelage of a native *gendarmerie* officered by Europeans. This is not yet probable, although it would be certain to benefit the Central Government; but it will come soon, unless the Peking Government responds to the just demands of the Powers.' We are glad to learn that the Liberal party—which can afford to ignore the petty opposition of the limited number of 'Little Englanders' in its ranks—is likely to support the Salisbury Administration in carrying out a vigorous policy. The only cause for regret is the absence of tangible evidence that Lord Salisbury is sufficiently impressing the Chinese Government with a true sense of the enormity of its own conduct. As to an Anglo-American *entente*, that, we are afraid, is outside the range of practicability. In the past, more especially in recent years, there have been many opportunities for coalition between the Foreign Powers and amongst the Plenipotentiaries at Peking, but up to the present no satisfactory working basis has been discovered, if we except the unholy alliance of Germany, Russia and France to defend China from Japanese acquisitiveness. Of all the alliances we should like to see for the drastic punishment of China that of Britain and the United States appeals most strongly to us sentimentally, but it will always be a difficult matter for the United States to enter upon and maintain inviolate any coalition with a monarchical Power, even one like Great Britain where the spirit of the democracy finds its freest outlet in the parliamentary system. For purely utilitarian motives, we would prefer to see an alliance between Britain and Germany. As a matter of fact, however, there is no necessity for an alliance: Great Britain is able, single-handed, to punish China.

The punishment of China is one thing; the consequence of another blow at the Manchu dynasty is another. Lord Salisbury is doubtless impressed with the dangerous condition of the Chinese Empire. It did not crumble down before the Japanese attack; that was due to the remoteness of the scene of battle more than anything else. Had the victorious Japanese armies been pushed forward upon Peking, and had they penetrated the Empire at other points and demonstrated to the common people of China the inability of their rulers to repel a foreign invasion, the results would have been disastrous to the Manchus. But the Japanese either shrank from the task or were afraid of the interference of the European Powers, and the Manchus obtained a reprieve. If a European Power, say Great Britain, now falls upon China, she will not be content to carry on the fight on the fringe of the Empire, and the crash which we have all anticipated for so many years will most probably be brought about. What would that involve? Britain, however able to push the Manchus over the brink into the abyss of oblivion, would not undertake the internal management of China. Complications with European Powers would arise, and it is difficult to foresee what settlement could be arrived at to satisfy all parties. Recognising this, however, we still say it is necessary that Hwasang should be avenged, that there should be meted out to China a punishment which will fittingly impress the Chinese as a nation, and, at the risk of breaking up the Chinese Empire for readjustment under honest and upright rulers, nothing should be done by Great Britain to bolster up the present corrupt and iniquitous bureaucracy at Peking. Anything is better than that.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Germania, Dulcrich, Petrarch*, August 20; *Prosper*, 27; *Marquis Bacquehem, Isis*, 30; *Glenesk*, Sept. 3; *Oanfa*, 17.

HOMEWARD BOUND:—*Maria Valerie*, Aug. 27; *Merionethshire*, 30; *Hertha, Telamon*, Sept. 3.

The *Empress of China*, from Vancouver, left Kobe for this port, via Nagasaki and Shanghai, on Oct 2.

The P. & O. Co.'s steamer *Kaisar-i-Hind*, with the ENGLISH MAIL of 6th Sept., left Singapore on Tuesday, Oct. 1, at 1 p.m., and may be expected here on or about Sunday, the 6th Oct. This Packet brings replies to letters despatched from Hongkong on the 1st of August.

The O. & O. s.s. *Coptic*, with the AMERICAN MAIL of Sept. 12, via Honolulu, left Yokohama for this port, via Nagasaki, on Tuesday morning, Oct. 1.

The N. P. s. s. *Tacoma* left Tacoma for this port, via usual Japan ports of call, on the 14th Sept.

The P. M. s. s. *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on Sept. 24.

The P. & O. s.s. *Shanghai* left Singapore on Sept. 27, and may be expected here on or about Oct. 4.

The s. s. *Arratoon Apcar*, from Calcutta, left Singapore for this port on the 28th Sept., and may be expected here on or about the 5th Oct.

THE s. s. *Lennox* left Singapore on Oct. 1, and may be expected here on or about Oct. 7.

The N. Y. K. s. s. *Miiki Maru* left Bombay on Sept. 20, and may be expected here on or about Oct. 11.

The P. & O. s.s. *Shanghai* left London for this port on the 24th Aug.

The P. & O. Co.'s s. s. *Java* left Bombay for this port on Sept. 29.

The P. & O. s. s. *Sunda* left London for this port on Sept. 7.

The P. & O. s. s. *Malacca* left London for this port on Sept. 21.

THE Spanish Government has decided to call out 90,000 men to join the colours.

MR Calder, a tea planter, has been killed at Calcutta in a carriage accident.

THE P. & O. s.s. *Java* left Bombay for this port on the 29th ult.

THE s.s. *Lennox* left Singapore for this port yesterday.

THE *Empress of China* arrived at Kobe at 2 p.m. yesterday, and left at 1.30 a.m. to-day for Hongkong, via Nagasaki and Shanghai.

H. M. S. *Reibreast*, Commander Stewart, arrived at Singapore on the 24th ult. She coaled and remained there two days before proceeding to Trincomalee.

BY Messrs Pinillos Izquierdo and Co.'s steamer *Manila*, due at Singapore on 6th inst., there is expected a number of Jesuit fathers en route for Macao.

VESSELS IN THE DOCKS:—At *Kowloon*—Helene Rickmers, Solent, Ariaki Maru, Ingraban, Activ, Cosmopol

IT is in contemplation to subscribe for a cricket cup, to be played for by what may be called the junior clubs of the Colony.

WE understand that the commanders of steamers trading between Australia and Far Eastern ports have received instructions to give the Seal Rocks a wide berth in future.

THE *St. James's Budget* and the *Strand Magazine* have been discovering sea serpents. They ought to try their hands at tigers next.

MR J. M. Armstrong this afternoon sold by auction a plot of land with two houses at Tai-kok-tsui, on lease for 75 years from 1889, subject to Crown rent $20. The property was knocked down to Chinese for $959.

HARMSTON'S Circus is reported to have made a successful tour in Java. It is reported that Colonel Hicks, who has rejoined the Harmstons, has purchased on their behalf the whole outfit of Woodward and Lawrence's Circus, which arrived at Singapore a short time ago from Australia.

THE Portuguese gunboat *Bango* arrived from Macao to-day to be docked for inspection before proceeding for Timor to assist in quelling the revolt in that island. She has on board 25 artillery men from Macao garrison. The Timor rebels had better look out.

A TONKIN paper urges that the British should evacuate Egypt because the feeling of the natives is so strong that a British soldier's funeral cortège was recently mobbed. At the same time comes a report that the graves of some French officers buried near the Mekong have been desecrated by the natives, the bodies dug up and subjected to insult. Therefore the evacuation of the Me—

A LARGE lighter belonging to one of the leading steamship companies had a rather narrow escape of being rammed by a Chinese steam-launch a few days ago in the middle of the harbour. As the lighter was crowded with coolies, to the number of about 200, it would be as well in the interests of public safety if the police would take note whether these lighters carry life-buoys enough for their human freight. If not, they should not be allowed to carry passengers.

MAJOR W. B. Fletcher, Royal Artillery, has been selected for appointment as Assistant Military Secretary to General Sir Robert Biddulph, G.C.M.G., C.B., Governor and Commander-in-Chief at Gibraltar. Major Fletcher came down two or three times to Singapore from Hongkong, accompanying Col. Craster, C.R.A., at Hongkong, on inspection duty, before the Singapore command was separated from Hongkong, says the *Singapore Free Press*.

DENGUE fever, which is quite common just now in Tonkin, may be roughly described as an Indian form of influenza, so nearly alike that, when the first influenza epidemic attacked England (about six years ago), it was sometimes called dengué, until slight points of difference were noticed. There have been many cases in Hongkong lately; we believe this was responsible for two of our most popular doctors being simultaneously laid up. The principal symptoms are complete prostration and terrible pains in the bones. It is believed to be communicable, but not much is known of it.

A CAIRO correspondent of the Haiphong *Courrier* sings the never-ending anti-British song to this strain—'Before the British occupation of Egypt, order and security were perfectly assured with an almost insignificant public force, and a rule of Arcadian simplicity; but the times have changed, and now under the British rule the police force is horribly expensive and is no better than it was in the old times.' As a matter of fact, the cheapness of the public service in the old times simply meant that little or nothing of the public revenue went in salaries, and the officials therefore had to squeeze money out of the people; and when proper salaries are paid and extortion abolished, it bulks larger in the budget but is infinitely lighter on the people. And as to order and security being perfectly assured, if these raving absurdities are the basis of the French case it is not worth notice. Egypt in the old days used to be nearly as unsettled as Tonkin.

A LASCAR fireman on the P. & O. steamship *Manila* went to see the captain about some grievance last Sunday, and the captain said he would see about the matter. This did not satisfy the Indian, who forthwith jumped overboard. He was picked up without difficulty, as there were plenty of boats alongside. At the Magistracy to-day he was charged with attempting to commit suicide, and said he had only intended to swim ashore. On the subject of his grievances he would talk enough to fill the ship. His character on board the *Manila* was not very good; as to his previous character, the captain could not speak, not knowing anything about the man—a statement which His Worship interpreted to mean 'character after joining not good; before joining, good.' Ultimately it was arranged that the man should go back to Bombay in one of the Company's boats.

W. ROBINSON and Co. make a special feature of Selling Pianos and Organs on the Easy-Payment system.

A STREET chair was hired yesterday by a European who, after going a little way up the hill, had to come down again on account of something he had forgotten; and then he wanted to start afresh, but one of the coolies refused, saying he had already done as much as he wanted, and demanding payment for the journey, which had been only to the top of Pottinger Street. He was brought before the Magistrate to-day and fined $2.

MR T. F. Hough, Clerk of the Course, informs us that the following are the handicaps for the next Gymkhana:—

FIVE FURLONGS HANDICAP.

	stn.	lbs.
Daylight	12	13
Voltigeur	11	9
Harfang	11	4
Sweetbriar	11	3
Baccarat	11	2
Dandy	11	1
Warlock	10	10

CONSOLATION HANDICAP.

Chesai	11	11
Baccarat	11	7
Dandy	11	2
Warlock	10	11

THE German cruiser *Kormoran* (Capt. Brinkmann), which was coming out to the China Station in the leisurely fashion usual with men-of-war, left Singapore suddenly on the 23rd ult., her commander having received a telegram from the German Admiral at Hakodate ordering him to proceed to Swatow with all speed. So urgent were the orders, the *Kormoran* did not wait to take in stores, &c., which she is to receive at Hongkong. This is yet another lesson for Admiral Buller, who had an excellent opportunity after the Kuchong affair of making an impressive naval demonstration at Foochow. The Singapore press was unaware of the Moilim rebellion, and could, therefore, only speculate as to the cause for this peremptory order to the *Kormoran*. The *Free Press* of the 24th ult. says:—'The German Admiral and his squadron, or the greater part of it, is doubtless already well on his way to Swatow. What we shall soon have a chance of seeing is the directness of German methods applied to the case of exacting redress for such a serious display of Chinese violence and hostility as, to judge from the telegraphed effect of the report and the action we know to have been taken in consequence, must have occurred at Swatow against German subjects, their premises and their property. One thing is pretty certain; namely, that there will be no palavering with Chinese officials and no creation of an *opera bouffe* enquiry. We should say that the procedure would be the practical occupation of the port and the arrest of as many of the Chinese officials as could by any possibility be saddled with the least jot of responsibility either in conniving at the outrage, or in conniving at the non-prevention of the outrage. If, as we should not at all be surprised to see, strong action is entirely justified, it will prove to have been easier for China to provoke the German squadron into visiting Swatow, than to get them to leave. Of this the Chinese Government may be quite sure that although it has made itself answerable to Britain in a course of many years for many outrages perpetrated on British subjects, it will find that it will look in vain, in other directions, for the leniency, often undeserved, that it has received at our hands. We should not be in the least surprised to discover that in the Swatow incident, of whose details we are yet in ignorance, Germany has just had put into her hands that very opportunity of intervening in China that she has long been on the look-out for. We shall soon see.' Thanks to the wise advice forwarded to the German missionaries in North-East Kwangtung, the situation there is not so bad, from a Foreign stand-point, as it might have been, so that there will not be much opportunity for Germany teaching Great Britain and China a much-needed lesson, but we hope the German Administration will exact an adequate reparation for the destruction of the mission house at Moilim. We do not think other Foreigners in the Far East would be sorry if Germany went a step further. There is, unfortunately, no excuse for exacting more than monetary compensation. The Moilim rioters are anti-official more than anti-foreign.

THE investigations of the Paris Municipal Laboratory have disposed of the popular notion that freezing destroys all pathogenic germs. Specimens of the ice consumed at the most frequented and fashionable cafés was found to contain ever a million of bacteria per cubic centimetre, and it was also established that repeated freezings for long periods had no appreciable effect upon the microbes of typhoid, the bacillus anthracis, or the staphylococcus pyogenicus.—*Medical Press.*

A NOVEL method of determining the curves of least resistance in water and air was recently employed at Newport News, and was described in the *American Engineer* by M. Moulton, S.B. The idea was to make the water and air themselves shape the model, and accordingly rectangular blocks of ice were towed in the water, and the alterations in their shape and in the pull necessary to keep them moving at a certain speed carefully noted. The method proved quite successful, and the experiments will be continued until complete data are obtained. Wax was the material used for the models moving in air, and the air currents were heated sufficiently to gradually melt the wax.

OWING to increase of Business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connaught House—large stock—low prices.

Miggles—Isn't Mrs Smarton's cottage quite a musical centre? Higgles—I judge so. She hinted to me that I might have the pick of her daughters for a song, but I was obliged to confess that I couldn't sing.

THE *Allgemeine Zeitung*, of Munich, reproduces a passage from a letter it has received from Shanghai, which runs as follows:—'The best and most useful port for Germany will be Amoy, because it is of the utmost general importance as regards not only China, but also Formosa, the Philippines, Tonkin and Further India. It would certainly be a matter of no special difficulty to obtain the cession of this port from China, and German influence as well as German commerce would thus gain a point of support, the value of which would far exceed the expense of its maintenance. The Chinese are now in a yielding humour, and if no steps are taken by Germany they will perhaps be taken from another quarter very unwelcome to Germany. It is by no means too late for such steps yet. This one Chinese port would be of far greater importance to German commerce, and much cheaper than the possession of extensive territories in Africa. Considerable as Germany's relations to China already are, they will never arrive at their full development till this point of support, which would rival Hongkong, has become the possession of Germany. These views are shared by all the German men of business in Shanghai, and by the seamen of the German Imperial and Mercantile Navies.'

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, September 30, 1895.

THE CHENGTU OUTRAGES.

China has accepted the British ultimatum, and has degraded the Viceroy of Szechuen for ever as a warning.

ARMENIANS IN CONSTANTINOPLE.

A number of Armenians made a demonstration in Constantinople before the house of the Patriarch, and were dispersed by the police, several being killed.

AN ASHANTEE WAR IMMINENT.

Col. Scott, Inspector of Constabulary on the Gold Coast, has been summoned home to confer with the War Office concerning an expedition to Ashantee in the event of war with that country becoming inevitable.

(*El Comercio.*)

THE LOSS OF THE SPANISH CRUISER 'SANCHES BARCAIZTEGUI.'

MADRID, Sept. 21.

The loss of the cruiser has caused national mourning. The total number of drowned was 41. Some of the bodies found in the Havana Canal were disfigured by sharks.

MADRID MINT.

About the middle of October the Madrid Mint will commence coining 6,000,000 silver pieces of one dollar each, with the design similar to that of the peninsular dollar, but instead of the words 'cinco pesetas,' the words 'Puerto Rico' will be substituted. When these 6,000,000 pieces have been struck off for Puerto Rico, a similar coin will be coined for the Philippines.

HONGKONG SHARE MARKET.

Messrs Chater and Vernon in their share report for to-day's mail, say:—

A fairly brisk business has been done during the week under review. Rates have been well maintained and, in many cases show a substantial advance. Market generally closes steady at quotations.

Banks.—Hongkong and Shanghais—A small but steady demand at 185 and 186 per cent. prem. was met by sellers; a sale is reported at 191 per cent. prem. for the 31st inst., upon which in the absence of any cash sales we base our quotation of 189 per cent. prem.; at time of writing, however, shares are obtainable at a point lower both for cash and the end of the month. Nationals have been in fair demand, and have changed hands at $28½, $29, and $30. Bank of Chinas &c. continue neglected.

Marine Insurances.—Unions have ruled rather quieter with sales at $182½. Cantons have found further investing buyers at $180 in fair quantities, China Traders' have been on offer at $78 cum and $73 ex div. without leading to business, Yangtszes have gone back to $121 with sales, and Straits have been negotiated at $24½ and $25.

Fire Insurances.—Both Hongkongs and Chinas have ruled somewhat weaker, the former at $262½, and the latter at $93½ with sales.

Shipping.—Hongkong, Canton and Macaos have ruled steady with sales at $36½ and $36¾, closing quieter at the former rate. At an extraordinary meeting of shareholders held on the 30th ult. it was decided to pay back 25 per cent. of the capital to shareholders. Douglas's ruled weak during the early part of the week and sales were effected as low as $61; later, however, on renewed rumours of a probable return of capital the rate quickly rose with sales at $63, $62½, and $63 to $65, at which rate market closes steady with an upward tendency. Indo-Chinas have been dealt in fair quantities at $53¾, $54, $54½, and $55 for cash, and at $54, $54½, and $55 for the end of the month, chiefly for the north, market closing firm with buyers and no more sellers at latter rates. China Manilas continue neglected.

Refineries.—China Sugars in the early part of the week changed hands in fair lots at $112, $114, and $115, bought chiefly if not entirely by the north; at time of writing the demand from the north having ceased shares are obtainable at $112. Luzons have been again negotiated at $65, closing steady.

Mining.—Punjoms have ruled neglected and we have only small sales at $3 and $5.15 to report. Balmorals have changed hands at $4, but close weaker. In other mining stock we have nothing to report.

Docks, Wharves, and Godowns.—Hongkong and Wiampoa Docks have continued to advance and sales have been effected at 128, 129, 130, 132, and 135 per cent. prem.; at time of writing, however, shares could probably be obtained at 133 per cent. prem., although none are actually on offer at that rate. Kowloon Wharfs have been dealt in at $47, closing firm at that rate and a rise may fairly be looked for. We have no further business to report under this heading.

Lands, Hotels, and Buildings.—Hongkong Lands have found buyers at $66, $66½, and $67, market closing steady to strong at latter rate. West Points have further improved to $22 with sales, and with the prospects of advancing rents and the improvement in properties generally are likely to go still higher.

Miscellaneous.—Green Islands have continued neglected, offers to sell at $15 failing to bring out buyers. China Borneos after a long period of inaction have changed hands at $3½. A. S. Watsons have been going strong with reported sales as high as $14. At time of writing, however, shares are obtainable at $13 75. Electrics have found further buyers at $7 and Bricks at $10. Ewo Spinning Co. have changed hands at Tls. 20.

TRADE BETWEEN AUSTRALIA AND THE EAST.

ACTION BY SOUTH AUSTRALIA.

The Hon. J. L. Parsons, who is visiting China and Japan as honorary commissioner for the South Australian Government with the view of reporting upon possible openings between South Australia and Japan, has been interviewed by a reporter of the *Sydney Morning Herald*.

'What' (the reporter asked) 'first drew the attention of the South Australian Government to the matter of trade with Japan and China?'

'Well' (Mr Parsons replied), 'having visited the Far East I was convinced that, especially in wool, Japan intended to compete with European manufacturers, and I placed myself in communication with the Pastoralists' Association of South Australia and the West Darling, and they commissioned me to give them a full detailed report upon the exact conditions and prospects of the woollen industry both in China and Japan. I then had an interview with the Hon. C. C. Kingston, Premier of South Australia, and informed him it was my intention to visit the East, and the Government gave me special commissions to Japan, China, and the Philippine Islands to inquire into the conditions of trade and commerce there, with a view to the extension of business between those countries and South Australia, because this is purely a South Australian affair. Then the Government, in order to call public attention to the matter, made it known by advertisements that they were prepared to pay all shipping freights and charges on trial shipments of South Australian staples, the products of the colony. In response a number of the leading producers, manufacturers, and merchants replied, and they have entrusted me with trial shipments.'

'Of what do the samples mostly consist?'

'I have wines, brandy, cured meats, canned fruits, jams, flour, olive and eucalyptus oil, biscuits, soap, tallow, honey, bacon, and butter. Samples of wool are to follow. I have rather a large order on hand, I can tell you, as altogether I have about 120 tons. These goods arrived in Sydney from Adelaide by the s.s. *Flinders*, and are now on board the s.s. *Menmuir*, which leaves on Tuesday for Hongkong and Japan.'

'In what way is the Government helping you?'

'I have the commissions from them I mentioned—they are honorary commissions—and I have also letters from the Consuls of the United States, France, Portugal, Italy, and Holland, so that I shall undoubtedly be able to obtain access to commercial and official circles in the nations I am visiting.'

'What is your opinion as to the prospects of trade with the East?'

'Well, the Japanese, it is well known, intend to carry out the manufacture of wool with the same energy that they have that of cotton. There are 10,000,000 of yen—equal to dollars—invested in cotton mills in Japan, and the Japanese are able to produce cotton fabrics cheaper than Bombay, whilst Bombay can produce them cheaper than Lancashire. Therefore, a good market ought to be obtainable for South Australian wool. The Japanese must purchase all the wool they require for manufacturing purposes. Sheep are not only not indigenous to the country, but a sheep-farming experiment that was carried out not far from Tokio, the capital, although at first promising to be successful, ended in complete failure, as the sheep gradually died. The native kaya grass and stunted bamboo, which is common in the open and pastoral lands, are fatal to sheep.'

'What about the other samples you have with you?'

'There are many articles which will undoubtedly be a good deal sought after. There is no doubt that the Japanese will be large importers of tallow, and they will be manufacturers of soap and candles of which, in the meantime, they are already considerable importers. There is another probable line of business, both with the Philippine Islands and Japan, and that is in live cattle. It may not be generally known that the South Australian Government subsidises a steamer at Port Darwin to the extent of £5000 a year, which carries live cattle to Singapore and Batavia, and those who are well acquainted with conditions in the East are of opinion that a new market may be found for fat stock. As far as Japan is concerned, although a large quantity of beef is exported from Kobé, the Emperor has informed his subjects that if they are to compete with Western nations as producers and manufacturers, they will require a more generous diet than rice and condiments, and will have to become meat eaters.

'Our chief competition will be with California, as the shorter distance, the lower freights, and the general American policy of unloading in foreign markets will necessitate South Australia fighting for a portion of the trade. As the trend of custom and fashion in Japan is to imitate European manners, it should be an increasing trade. As far as my knowledge of Asiatic nations is concerned, I am convinced that there are few articles of food which are palatable to Europeans which are not also palatable to Asiatics, and all that is wanted on their part is the money required to purchase them.'

'Is the South Australian Government likely to offer other assistance?'

'No; I cannot say that it is. The expenses are being paid of this trial shipment, but after that the trade will have to rest on its own foundation. I am chiefly representing commercial houses in South Australia. My object is to collect all the statistics I can, to visit the different manufacturing centres, to go into the country and see the conditions of cultivation, and to acquire such information as will be a guide to producers and to commercial people of the colony generally. What the Government are doing is to give a little assistance with the object of finding out whether a profitable trade can be opened up.'

'How long do you expect to be away?'

'I shall be away about six months, and may before I return visit Singapore and Java. The business confided to me by my Government may also necessitate my visiting Pekin. I may add that I have every confidence in something tangible being the outcome of my visit.'

THERE are good prospects after all, it is reported, of raising the *Ting-yuen*, the sunken Chinese flagship at Wei-hai-wei. It is understood, the *Hyogo News* says, that Admiral Ting's 30,000 dollar silver service, a present from Herr Krupp, is on board. A suspicious silver service that. Great guns! shortles the *Singapore Free Press*. Looks like Krupp-Ting Chinese officials, if such a thing were possible.

BANJOS, Guitars, Mandolines, Autoharps, Violins, also Strings and fittings for sale at W. Robinson and Co.

THE DENATIONALISED SETTLEMENTS AT SHANGHAI.

The weakness of the Government at Peking is having a curious and altogether unexpected result in the continual growth of Shanghai, which, in many respects, is becoming the centre of attraction of the Empire and is tending to be its capital, in arts, manufactures, and luxurious ease. When, at the beginning of the war with Japan, a number of officials of the higher ranks, smelling danger from afar, sent their families to enjoy foreign protection in and about the Settlements, the movement, even by those engaged in it, was supposed to be merely temporary, and all looked forward to an early exodus as soon as peace was declared. There has been peace now for nearly half a year, but the tendency has distinctly increased instead of diminished, and private residences for natives of high official rank or connections are increasing rapidly, while continually more money is being spent on their individual erection and decoration, whether they take the old style of the Chinese house, pure and simple, with its unpierced outer walls and internal courts, or the modified style which has lately been coming into fashion, where external windows are as marked an institution almost as in the dwellings of Europeans themselves. There are, of course, many reasons for all this. The gloomy social life of the Chinese has always been found burdensome by a large section of the community. It was not national but was distinctly imported, and owed its later development to the example of Mohammedanism. There has been a school amongst the Chinese who held that it was not necessary, and was not imposed by their classical authorities. The superstitious of the natives have always had a belief in *Fengshui* again, but there always has been a powerful factor in the population who were ready to resent every undue ascendency of the superstition. Now it so happened that in the obscure early growth of the Settlements neither of these things were thought of. It was a veritable cave of Adullam, and herein took shelter refugees from rebels and from Imperialists alike, all too glad to get a shelter for their heads to make many inquiries as to its adaptability of *Fengshui* or other ends. So, fortunately, from the very beginning the Settlements eschewed these Chinese drawbacks which would have effectually prevented their growth, and strangled them in the cradle. But of late years another element has come in. It was for long apparent that sooner or later the favourable position of Shanghai would be taken advantage of to introduce manufactures by steam-power. Chinese mandarins, from selfish motives first, did their utmost to suppress the rising desire, and finding that impracticable determined to make manufactures a monopoly in their own hands. Such were the lines on which the first cotton mill was started, under the auspices of two of the most venal mandarins of the Empire—Li and Sheng. But exchange dropped and it became evident that the different processes connected with the manufacture of cotton could be carried on at an enormous profit—so great that both Li and Sheng could not presume the monopoly. Their first idea was to levy blackmail, all subsequent mills were to pay their quota to Li and Sheng, but foreigners and Japanese got mixed up, and showed the absurdity of the idea. Meanwhile foreigners started silk filatures, and this had taken root before Li and Sheng got their hand in, and after all this the Japanese war broke out, and the mandarins saw the game was up and that it was necessary to yield. When the war finished this idea was still further strengthened by the desire to keep the Japanese out of a practical monopoly, so, all of a sudden, the authorities, who had sought to check or monopolise manufactures, came to see the advisability of encouraging them, and Shanghai offered the readiest and best-situated site. So capital, both native and foreign, has been attracted, and this has reacted on the arts of luxury, and to the native mind, Shanghai is rapidly becoming the Paris of their Europe. Meanwhile, under a temporary strain, Shanghai has not been able to keep abreast of the movement. The Settlements have been rapidly growing in population beyond the means of ordinary accommodation; they have overflowed into adjacent districts, as at Sinza, where means of communication were to be found. But the great part of the recently extended Settlement Hongkew has been inaccessible for want of roads, and the English Settlement is practically filled up. The matured result of an earth famine has supervened, and lots, which a few months ago could hardly find buyers, have been sold and resold at continually increasing rates. To give a few instances, a large lot of some 200 mow (13 acres) was offered some five months ago at Tls. 40,000 without finding a buyer; it has within the last six weeks changed ownership at Tls. 80,000. Property in the Lousa district, purchased a year ago at Tls. 450 per mow, has recently been resold at Tls. 1,500. These are not isolated instances. They all point in one direction. First, as to the urgent necessity of opening up by new roads the already acquired Settlements; and second, the necessity, if Shanghai is to continue a well-governed and administered city, of increasing the area of the districts under Municipal control. The districts into which the recent growth has precipitated a growing population owe that result to their being rendered accessible by roads made by the Municipality outside the limits. They were required, for the purposes of access to the districts around, to provide some means of healthy exercise. They are rapidly losing their character, and need to be extended. They have, however, afforded the means of building native suburbs. But off the main roads those suburbs are rapidly becoming nests of filth and disorder. Recently the right of the German Government to claim concessions has been recognised, and negotiations have been going on, but there are still dangers ahead for want of concerted action. In Shanghai, the denationalisation of English and American concessions has worked with the best results. It is to be hoped that this denationalisation will still be continued. An experiment which has now after fifty years of trial proved a success for all interests concerned—is worthy of further extension.—*Mercury.*

THE coveted 'four figures' has been reached by Lieutenant E. R. Bradford, of the Aldershot District cricket team, who is an officer of the Seaforth Highlanders. He has played in 14 matches for the district, has been twice not out, has made as many as 252 in an innings and with an aggregate of of 1,078 runs, has an average of 89·83. He has also been fairly successful in bowling, having taken 46 wickets for an average of 19·05, in 394 overs, of which 118 were maidens. His is far and away the best record among army cricketers.

A NOVELTY in the way of naval flags has lately been produced in Germany, in the shape of an 'Electric Imperial Standard,' just delivered to the Imperial yacht *Hohenzollern*. It has a surface of 43 square feet, and has reproduced on it, by means of incandescent lamps of various colours, all the details of the Imperial Standard. The new flag was tried the same night atop of the main-mast, and the result was found most satisfactory.—*Revue du Cercle Militaire.*

W. ROBINSON and Co. are Special Agents for all the leading English and Continental Pianoforte Manufacturers.

LATE TELEGRAMS.

(*Rangoon Gazette.*)

MILITARY NEWS.

Allahabad, September 16.—The Secretary of State has approved of the proposal that officers of the British service, holding appointments of Deputy Adjutant General of the new commands, when necessarily returning to England on expiration of their term of Staff service, should be treated as General officers with regard to passage.

A LIMERICK ELECTION.

London, September 16.—Much electoral excitement has taken place at Limerick, where Mr O'Keefe, an Anti-Parnellite, has been elected Member of Parliament in place of the dynamiter Daly and defeating Mr Nolan, the Parnellite candidate, by eighty-seven votes. Rioting went on for five hours on Saturday and fifty of the rioters were injured. The police made twenty arrests.

TROUBLE IN THE CONGO STATE.

Brusse's, September 18.—His Majesty King Leopold has instructed the officers of the Congo State never to execute any foreigners, but to send them to Boma, the seat of Government, for a proper trial. A serious Native rising is reported to have taken place in different parts of the Congo State, even where the Belgians were hitherto strongest, and Captain Pelizar has been murdered by his own troops.

AN ITALIAN ANNIVERSARY CELEBRATION.

Rome, September 18.—Their Majesties, the King and Queen of Italy, have arrived here to attend the fetes in commemoration of the twentieth return of the entry of the Italian troops into Rome. Much national enthusiasm is being displayed.

THE TROOPING.

London, September 18.—The hired troopship *Britannia* has sailed for Bombay.

EXECUTION OF PRIVATE STEWART.

Allahabad, September 14.—The execution of Private Stewart of the Highland Light Infantry took place on Thursday. The Rev. J. A. Elliott who has visited him daily accompanied the convict to the scaffold. The prisoner bore himself with great fortitude singing as he went. Death was instantaneous. He was buried in a quiet corner of the cemetery, the funeral being followed by several comrades of Stewart. He maintained to the last that he had no intention to commit murder and no distinct recollection of what took place. That he admitted the justice of his sentence appears from the following letter to Corporal Macnab:—'I have asked Mr Elliott to write you these few lines to tell you how very sorry I am for hurting you. You never did me any wrong. I fired my rifle off without meaning to kill or hurt anyone and I did it when in drink. I know no one will believe this but it is truth. I know I deserve no pity from any one and don't look for it. I look only to God against whom I have most sinned. I feel He has forgiven me. I am ready to die but I want to see you very much before I am executed to tell you how sorry I am for hurting you and to get your forgiveness.'

A PEER SHOT.

London, September 17.—Lord Beaumont was found dead to-day. He was shot while out shooting. His death is believed to have been accidental.

London, September 18.—The Coroner's verdict on the death of Lord Beaumont confirms the statement that he was shot by accident.

THE SILVER QUESTION.

New York, September 17.—The Chairman of the Executive Committee of the American silver party has stated that if business continues to improve the silver question is dead. This is regarded here as an important utterance.

THE DISTURBANCES AT BAHREIN.

Allahabad, September 13.—The *Plassey* has started for Bahrein to join the *Sphinx* and the *Pigeon* off that island. This is a precautionary measure as no fresh development has occurred.

THE RELIEFS.

Allahabad, September 13.—There is likely to be some change in the relief of British Infantry regiments in the Punjab Command, but the orders of the Government of India on the subject are awaited.

BLOCK IN THE CANAL.

Suez, Sept. 17.—The Peninsular and Oriental Company's steamer *Ganges* was delayed in the canal to-day owing to the grounding of the *Duke of Sutherland*, but has now proceeded.

THE STOKES AFFAIR.

London, Sept. 17.—W. R. Greene, M.S. (*sic*) has received a letter from Uganda which states that Captain Lathaire shot one hundred of the late Mr Stokes' followers because they refused to join him.

EARLY COLD WEATHER IN INDIA.

Allahabad, Sept. 17.—There is every sign of an early setting in of the cold weather in the Western Himalaya region where the atmosphere is abnormally dry and clear for this season.

POLO—ANOTHER FATAL ACCIDENT.

Bombay, September 13.—In the Polo Tournament, second ties, the Punjab team with one goal and one subsidiary beat the Poona Horse, nil. The 2nd Bombay Lancers with second goals and six subsidiaries beat the Yorkshire Regiment, 2 goals and 2 subsidiaries.

Allahabad, September 15.—A fatal polo accident is reported from Siakote. Lieutenant Martin Jones, 11th Hussars, had a bad fall during a game on Wednesday and died the following day of concussion of the brain. He had only three years' service.

Bombay, September 18.—In the Poona Polo tournament final the Paigah team beat the Bombay Lancers by 2 goals, 3 subsidiaries to nil.

BANGALORE RIFLE MEETING.

Bangalore, Sept. 14.—The inter-regimental Revolver Team match brought together some fine teams. The winners were the Royal Engineers with 462 points, the best score being by Lieutenant Heycock, R.E.

Bangalore Sept. 17.—The Bangalore Cup was shot for this morning. Eight teams competed. The shooting resulted in a victory for the Cheshire Regiment. The following is the order of merit:—Cheshire Regiment, 444 points; Northampton Regiment, 447; Madras Railway, 432; South Indian Railway, 428; 19th Hussars, 425; G.I.P. Railway, 424; Royal Engineers, 422; Southern Mahratta Railway, 417. The best shot was Colour-Sergeant Shortland with 63 points.

THE MISSING MOUNTAINEERS.

Allahabad, September 16.—All hope has been abandoned regarding Mr A. F. Mummery and the two Gurkhas with him. The search parties out on the Nanga Parbat have found no trace of the party.

THE N. W. FRONTIER.

Allahabad, September 12.—Sir George Robertson reached Simla from Chitral on Tuesday. He took just seven days on the journey and that without even parting company with his baggage animals which shows how short the line of communication is. He had an interview with the Commander-in-Chief at Mardan. The date of of his departure for Gilgit is not fixed but it will probably be about the end of the month.

Allahabad, Sept. 14.—General Low's despatch with its long roll of officers mentioned for service in Chitral, will in all probability be published next week.

London, September 14.—The temporary disagreement which arose between the Pamirs Commissioners has been arranged by reference to London and St. Petersburg.

The *Turkestan Gazette*, in an article to-day on the Pamir Boundary Commission, rebukes the *Novoe Vremya* for stirring up ill-feeling between the Russians and the British by publishing false reports.

St. Petersburg, September 14.—Owing to the temporary suspension of their labours in the Pamirs consequent upon a disagreement between the Commissioners, the Russian Commissioner, M. Schweikovski, has announced that he is returning to St. Petersburg, but it is hoped that the news of the settlement arrived at by the Russian and British cabinets will reach him in time to prevent his departure.

Allahabad, Sept. 16.—The Chitral prisoners who have escaped from Dharmsala are Damal Beg Mahomed, Afzul Beg, Yadgar Beg and another of minor importance. Nothing has been heard of them since their disappearance.

INDIAN FOOTBALL.

Bombay, September 14.—The Bombay Rugby Football Tournament finished this evening, the local Gymkhana meeting the Welsh Regiment in the final tie. The latter team after an exciting match won by two goals to nil.

Calcutta, Sept. 17.—The Calcutta Club played the Black Watch team in the second round for the Senior Rugby Union Challenge Cup, and won with the record score of seven goals and eight tries, or 58 points to love.

Calcutta, September 17.—The Worcester team again met the City and Suburban in the Senior Rugby Challenge Cup competition this evening. Heavy rain fell during the afternoon rendering the ground heavy. A large number of spectators were present and there was great interest shown in the game. The betting on the rival teams was nearly even but with a balance in favour of the City and Suburban. The game was most exciting, each side playing with great determination. Lieutenant Fagan played a brilliant game and was supported by Calvert, Warde, Stubbs and Russell. The Worcester's passing was of the highest order and was much admired. In the first half with a splendid rush Wall secured a try. Warde took the kick, a difficult one, and converted it into a goal amidst loud applause. The City and Suburban played in magnificent form and tried hard to equalise but with no effect and the game concluded leaving the Worcester team winners by one goal to love.

RENEWED FLOODS IN INDIA.

Bombay, September 12.—The Engineering Department of the G. I. P. Railway are pushing on as vigorously as circumstances will permit the work of repairing the damage done by the late floods.

September 13.—A correspondent telegraphing from Barh Road last night says the passengers by down and up mails passed over the Seena river in boats that morning, consequently the public are now enabled to travel through from Bombay to Raichore though the journey is slow, due to the passage over the breaks. The Seena river has fallen six feet since Monday and the mud banks having dried has enabled the engineers to construct comparatively good roads to the boat landings. Large gangs of labourers are at work and are located in shelter tents at the bridge head. Good progress has been made towards the construction of the diversion line which will cross the river 100 yards below the wrecked bridge. Material is being trollied over the river by means of rails left suspended in mid air between abutments.

Bombay, Sept. 14.—Notwithstanding the vigorous efforts of the engineers to repair the damage done by the floods on the G. I. P. Railway, it seems likely there will be even more serious interruption to traffic than was expected. On Thursday night there was a heavy rain storm causing the Seena river to rise ten feet and all the works that had been made for transhipping passengers were carried away. The Boneshsroor river was also flooded and all preparations made to facilitate the transhipment of passengers over it were washed away. The engineers have to begin these works over again and it cannot now be stated when through booking of passengers will be restored. If this fresh calamity had not occurred passengers would have been successfully transhipped over all the rivers inundated by floods by to-day and through booking would have been resumed.

September 16.—Heavy rain again fell in the Deccan on Friday and Saturday last. The temporary arrangements which were made on the Seena river for transhipping passengers and mails have been swept away, and it is feared that the difficulties have increased as the river has risen again ten feet. Further arches have also been carried away. No reliable details, however, are to hand.

September 16.—A correspondent on the spot says the attempts made early in the past week by the officials to pass passengers and mails over the several breaks between Mobal and Ghanghapur were rendered futile by further destruction and the renewed heavy fall of rain, which caused the several rivers which the line crosses to rise rapidly. The Seena river has risen fully ten feet and the swift flow of water at the place has since caused the collapse of three more of the twenty-feet masonry arches of the wrecked bridge. As one of the arches collapsed on Saturday two Government telegraph employes who were on the structure are said to have been hurled into the river and one of them is reported to have been drowned. As the Railway and Government wires were carried over the bridge on posts which are believed to have fallen, all communication south of the Seena river is stopped on both services. The temporary landing places for boats and the arrangements for running a diversion line across the stream have both been damaged, and therefore it is probable similar interruptions to traffic and delay to the work of the engineers have taken place at the Boti and Benitheerur rivers. No passengers are being booked south of Mobal from Bombay. The mails for Madras are being sent over the Southern Mahratta Railway *via* Poona.

AMONGST the passengers by the mail to-day (says the *Singapore Free Press*) of the 24th ult.) are Messrs Bastos and Barreto, of Macao, who are going to London to float a company for the purpose of working a concession obtained from the Portuguese Government to search for minerals, which are said to be abundant, and to export various kinds of produce. If the efforts of these gentlemen should prove fortunate we may once more see Portuguese merchantmen in these waters.

PIANOFORTES tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

Quotations.

HONGKONG, October 2, 1895.

OPIUM—New Patna, cash,		7·5
,, Old ,, cash,		—
,, New Benares, cash,		725
,, Old ,, cash,		—
,, New Malwa, credit,		660/690
,, Allowance, Taels,		8/24
,, Old Malwa, credit,		700/740
,, Allowance, Taels,		8/24
,, Persian, Only, cash,		—
,, Allowance, Taels,		—
,, Persian, Paper, cred		750/800
,, Allowance, Taels,		16/18

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, $400.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK, $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Hankow.....	3,594	Tuesday	Oct. 8.
Tacoma.....	2,549	Tuesday	Oct. 29.
Victoria.....	3,167	Tuesday	Nov. 19.
*Strathnevis**	3,574	Tuesday	Dec. 10.
Hankow.....	3,594	Tuesday	Dec. 31.

* No Passengers carried by this sailing.

THE Steamship *HANKOW*, Captain ORR, sailing at Noon, on TUESDAY, the 8th October, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, September 19, 1895. 1726

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Karlsruhe.....	Monday	Oct. 14.
Prinz Heinrich...	Monday	Nov. 11.
Preussen.....	Monday	Dec. 9.
Sachsen.....	Monday	Jan. 6.
Gera.....	Monday	Feb. 3.

ON MONDAY, the 14th day of October, 1895, at 3 p.m., the Company's S.S. *KARLSRUHE*, Captain H. WALTER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 12th October, Cargo and Specie will be received on board until Noon, on MONDAY, the 14th October, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 13th October. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, September 21, 1895. 1753

Intimations.

CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street. 478

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the Chest, Lungs and **Bronchial Tubes**, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Cᵉ, Paris. Sold by All Chemists

For Sale by A. S. WATSON & Co., *Chemists.*

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Inland Sea and Yokohama).....	TUESDAY, Oct. 8, at noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)...	SATURDAY, Oct. 26, at noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	SATURDAY, Nov. 16, at noon.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *via* NAGASAKI, INLAND SEA and YOKOHAMA, on TUESDAY, the 8th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the **INLAND SEA OF JAPAN**, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes; addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 1, 1895. 1729

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	THURSDAY, Oct. 17, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)...	TUESDAY, Nov. 5, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, *vid* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 17th October, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the **INLAND SEA OF JAPAN** and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 28, 1895. 1814

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Capt. G. K. WRIGHT, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 10th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 26, 1895. 1797

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship
Wingsang,
Capt. J. YOUNG, will be despatched as above on SATURDAY, the 5th Proximo, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 30, 1895. 1830

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS).

(*Also to* NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN).

The Co.'s Steamship
Maria Teresa,
Captain V. GHEUZMANN, will be despatched as above on or about SATURDAY (p.m.), the 5th October.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co.,
Agents.

Hongkong, October 1, 1895. 1835

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Changsha,
Captain WILLIAMS, will be despatched as above on THURSDAY, the 10th October, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1895. 1823

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship
Conch,
Capt. E. S. BAKER, will be despatched as above on or about the 10th Proximo.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, September 21, 1895. 1752

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

Mount Lebanon	Tuesday.....	15th Oct.
Altmore.....	Saturday....	16th Nov.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship
Mount Lebanon
will be despatched hence for PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on the 15th October.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co.,
Agents.

Hongkong, September 27, 1895. 1807

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Haitan,
Captain ROACH, will be despatched for the above Ports TO-MORROW, the 3rd Instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 2, 1895 1838

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

The Steamship
Nanchang,
Captain FINLAYSON, will be despatched TO-MORROW, the 3rd Instant, at 10 a.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 2, 1895. 1799

FOR BOMBAY,
VIA SINGAPORE AND COLOMBO,
(*Calling at* PENANG *if inducement offers*).

The Steamship
Azamor,
Capt. H. NICHOLLS, will be despatched as above at Noon, TO-MORROW, the 3rd October.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, October 2, 1895. 1764

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE).

The Co.'s Steamship
Canton,
Captain SELLAR, will be despatched as above on THURSDAY, the 3rd Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 1, 1895. 1836

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship
Yuensang,
Capt. W. WADDILOVE, will be despatched as above on THURSDAY, the 3rd Proximo, at 5 p.m.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 28, 1895. 1820

FOR YOKOHAMA AND KOBE.

The Steamship
Argyll,
Captain DUNCAN, will be despatched on THURSDAY, the 3rd Instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 1, 1895. 1750

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC LEVANTINE, and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship
Bisagno,
Captain DODERO, will be despatched as above on FRIDAY, the 4th October, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, September 23, 1895. 1768

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Calling at* NAPLES *for landing Passengers if sufficient inducement offers*).

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship
Frigga,
Captain F. VOSS, will be despatched for the above Ports on THURSDAY, the 10th October, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, September 30, 1895. 1833

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glenshiel,
Capt. R. D. JONES, will be despatched as above on or about SATURDAY, the 12th October.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 24, 1895. 1780

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship
Glencara,
Captain MURRAY, will be despatched as above on or about THURSDAY, the 24th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 1, 1895. 1837

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 3/3 *A.I.I.* Amer. Barque
Adam W. Spies,
FIELD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, August 10, 1895. 1472

FOR BALTIMORE.

The 3/3 *A.I.I.* Amr. Barque
Fred. P. Litchfield,
C. B. CHADBOURN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

MELCHERS & Co.,
Agents.

Hongkong, August 3, 1895. 1428

FOR NEW YORK.

The 3/3 *L.I.I.* American Ship
Wandering Jew,
Captain NICHOLS, shortly expected in ballast, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, September 6, 1895. 1660

FOR NEW YORK.

The † 100 *A.I.* British Barque
Engelhorn,
Captain R. SHIMMIN, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, September 6, 1895. 1661

FOR SAN FRANCISCO.

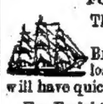
The 100 *A.I.* British Ship
Lyndhurst,
MARTIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, May 29, 1895. 1010

FOR NEW YORK.



The 3/3 *L.I.I.* American Ship
P. N. Blanchard,
BLANCHARD, Master, is now loading for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, Sept. 5, 1895. 1399

Insurances.

GENERAL NOTICE.

THE CHAI ON MARINE INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, etc. Policies granted to all parts of the world payable at any of its AGENCIES.

CHAN. HE-WAN,
Secretary.

HEAD OFFICE:
No. 42 BONHAM STRAND WEST.

Hongkong, August 22, 1895. 1561

UNION ASSURANCE SOCIETY.

(*Instituted in the Reign of Queen Anne A.D. 1714*).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,610,000.
TOTAL ANNUAL INCOME, £774,516.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING,
1412 *Praya Central.*

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1894, £11,671,018 2s. 2d.

Authorised Capital.....£3,000,000.0.0
Subscribed Capital.....£2,750,000.0.0
Paid up Capital..... £687,500.0.0
Fire Funds.....£2,410,922.7.3
Revenue Fire Branch.....£1,546,858.18.7

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & Co.,
Agents.

13 July, 1895. 1300

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES, and others interested in House Property are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, Are prepared to accept risks against LOSS or DAMAGE by TYPHOONS, at Moderate Rates.

For Particulars, apply to

WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Connaught House,
Queen's Road Central.

Hongkong, July 1, 1895. 1212

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31ST OCTOBER).

One person, per day ... ... $ 4.00
One person, per month ... $75 to 80.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00

For further Particulars, apply to

THE MANAGER,
New Victoria Hotel.

Hongkong, April 10, 1895. 996

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
Cabinet-maker and Art Decorator,
from SHANGHAI, has opened a FURNITURE STORE at No. 3, (WYNDHAM STREET.

The only Shop in Hongkong with this name.

Where HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. "LI KWONG LOONG furnished "the Annexe to our Dispensary and "gave us every satisfaction.

(Sd.) "A. S. WATSON & Co., LD."

ORDERS punctually attended to and CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April 2, 1895. 628

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS,
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 724

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895. 1895.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA ...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 30th Oct.
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R..WEDNESDAY, 27th Nov.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 25th Dec.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D.E. BROWN, *General Agent.*
PEDDER STREET.

Hongkong, October 2, 1895. 1841

SHARE LIST.—QUOTATIONS—OCTOBER 2, 1895.

Stocks.	No. of Shares	Value	Paid up	Monthly Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp. New Issue.....	80,000	125	all	188 % prem.
Bank of China & Japan, Limited preference shares	30,950	£ 5	—	nom.
" ordinary "	199,875	£ 8	£ —	nom.
" deferred "	1,250	£ 1	£ 1	nom.
National Bank of China, Limited...	...	£ 10	£ 8.10	$30
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$180, sales
China Traders' Insurance Co., Ld...	24,000	$ 83.33	$ 25	$73, ex div.
North-China Insurance Co., Ld.....	5,000	£ 100	£ 50	Tls 220, buyers
Straits Insurance Co., Ld.....	30,000	$ 100	$ 20	$25, sales and sellers
Union Insurance Society Co., Ld...	10,000	$ 250	$ 25	$182½, sales
Yangtsze Insurance Association, L	8,000	$ 100	$ 60	$121, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.....	20,000	$ 100	$ 20	$93½
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$202½, sellers
DOCKS.				
H'kong & Whampoa Dock Co., L	12,500	$ 125	all	133 % prem., sales
STEAMSHIPS.				
China and Manila S. S. Co., Ld.....	5,000	$ 50	all	$62½
Douglas Steamship Co., Limited	20,000	$ 50	all	$64
HK. C. and M. Steamboat Co., Ld	30,000	$ 20	all	$36½, sellers
Indo-China S. N. Company, Limite	60,000	£ 10	all	$54½, sales
China Mutual S. N. Co.	20,000	£ 10	£ 10	£8½
Do. (new issue)	20,000	£ 10	£ 5 / £ 1	
REFINERIES.				
China Sugar Company, Limited.....	20,000	$ 100	all	$110, sellers
Luzon Sugar Company, Limited....	7,000	$ 100	all	$65, sales
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$47, sales
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$42½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.....	50,000	$ 100	$ 50	$67, sales
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$17, sales
Humphreys' Estate & Finance Co..	13,400	$ 10	all	$8½
West Point Building Co., Limited..	12,500	$ 50	$ 40	$22, buyers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1250	$ 100	all	$96, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	45,000	$ 5	all	$3.10, buyers
Punjom Mining Co., Ld	60,000	$ 4	$ 3½	$6.15, sales and buyers
Société Française des Charbonnages du Tonkin.....	12,000	Fcs. 500	Fcs. 500	$115, sellers
New Balmoral Gold M'ing Co., Ld.	60,000	$ 3	all	$3½, sellers
Raub Aus. Gold Mining Co., Ld...	20,000	£ 1	13/10	$4, sales
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	nom.
H. G. Brown & Co., Limited.....	6,000	$ 50	all	$3½, sales and buyers
HOTELS, ETC.				
Hongkong Hotel Company, Lt.....	6,000	$ 50	all	$15, sales
DISPENSARIES.				
A. S. Watson & Co., Limited.....	60,000	$ 10	all	$13¾, sellers
Dakin, Cruickshank & Co., Ld.....	50,000	$ 5	all	$1
LIGHTING.				
HK. and China Gas Co., Limited ..	7,000	£ 10	all	$110
Hongkong Electric Co., Limited.....	30,000	$ 10	$ 8	$7, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	3,000	$ 50	all	$15, sellers
Hongkong Brick & Cement Co., Ld	4,000	$ 15	$12.50	$7
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£ 1	£1	nom.
	7,000	£ 1	£ 15/-	$10
Campbell, Moore & Co., Limited..	1,300	$ 10	all	$2, buyers
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$21
Hongkong Bakery Company, Ld.	600	$ 50	all	$30
Hongkong Dairy Farm Co.....	6,000	$ 10	all	$10, sales
Hongkong Ice Company, Limited..	5,000	$ 25	all	$36, sellers
H'kong Rope Manufacturing Co	18,000	$ 50	all	$140, sales
Ewo Cotton Spinning and Weaving Co., Ld., ...	10,000	Tls. 100	Tls. 25	Tls. 20, sales
International Cotton Manufacturing Co., Ld., ...	10,000	Tls. 100	Tls. 25	Tls. 25
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	6,000	Tls. 100	Tls. 25	Tls. 25
* Founder's shares.				

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 186-	Tls. 767,200	Tls. 25	7